

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA2555NM

This certificate, issued to Robert C. Sheldon

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations. effective May 15, 1956 and Paragraph 3.112 as amended Oct 1, 1959.

Original Product — Type Certificate Number: 3A21
Make: Cessna
Model: T210L

Description of Type Design Change: Installation of Continental TS10-520-R engine, McCauley D3A34C402/90DFA-10 propeller and associated installation components in accordance with FAA sealed Robert C. Sheldon Installation Instructions dated 17 January 1985 or later FAA sealed revisions.

Limitations and Conditions: The approval of this change in type design applies to the basic aircraft of the specified models that are otherwise unmodified. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. Supplement Type Certificate Addendum No. SA2555NM is a part of this Supplemental Type Certificate.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: 14 April 1982

Date reissued:

Date of issuance: 22 January 1985

Date amended:



By direction of the Administrator

Marvin F. Rammelsberg
(Signature)

for CHARLES I. BLOMER, Manager
Western Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America
 Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
 (Continuation Sheet)

(1) 1-22-85

Number SA2555NM

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2555NM

The conditions and limitations of Type Certificate Data Sheet No. 3A21 apply except as follows:

This Addendum, which is part of Supplemental Type Certificate No. SA2555NM, prescribes conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Civil Air Regulations. A copy of this Addendum shall be maintained as part of the modified aircraft's permanent records.

I - Model T210L, 6PCLM (Normal Category), modified per STC SA2555NM

Engine Continental TS10-520-R

Engine Limits Takeoff (5 min.) at 2700 RPM, 36.5 in. Hg mp (310 hp)
 Maximum Continuous at 2600 RPM, 35.0 in. Hg mp (285 hp)

Propeller and McCauley Constant Speed
 Propeller Limits Hub Model: D3A34C402
 Blade Model: 90DFA-10
 Diameter: not over 80 inches
 not under 78.5 inches
 Pitch settings at 30 inch station:
 low 12.4°
 high 28.5°
 Spinner: Cessna P/N 1250419K200 or 1250419-10

Powerplant Instrument Markings (See NOTE 2)	Minimum	Normal	Caution	Maximum
	Red Radial	Green Arc	Yellow Arc	Red Radial
Manifold Pressure (PSI)	-- --	15.0-30.0	35.0-36.5	36.5
Tachometer (RPM)	-- --	2150-2600	1850-2150 2600-2700	2700
Fuel Flow (PSI)	3.5	-- --	-- --	19.8

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Supplemental Type Certificate
(Continuation Sheet)

(1) 1-22-85

Number SA2555NM

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA2555NM (cont.)

Serial Nos. Eligible 21059503 thru 21061573

Required Equipment In addition to the equipment applicable and required by Type Certificate Data Sheet No. 3A21, the equipment specified in FAA sealed Robert C. Sheldon Installation Instructions dated 17 January 1985 or later FAA sealed revisions as a result of incorporating STC SA2555NM.

NOTE 1. Current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary, must be in the airplane.

NOTE 2. The following information shall be provided to the pilot in the form of placards or markings:

a. Adjacent to tachometer-

"AVOID CONTINUOUS OPERATION BETWEEN 1850 AND 2150 RPM ABOVE 24 IN. MP"

b. Near the engine power instruments -

"MAXIMUM POWER SETTING & FUEL FLOW

T.O. (5 min. only):	2700 r.p.m.	Normal climb:	2500 r.p.m.
36.5 in. mp.,	186 lbs/hr	30.0 in. mp.,	120 lbs/hr
	Max. continuous power:	2600 r.p.m.	
Alt-ft/1000	SL-17	18	20
		22	24
		26	28
		30	30
Mp.-in. hg	35	34	32
		30	28
		26	24
Fuel flow-lbs/hr	162	156	144
		132	120
		108	102
		96	96"

In addition to the placards specified above, the prescribed operating limitations in "Powerplant Instrument Markings" on this STC Addendum must also be displayed by permanent markings.

NOTE 3. Noise Characteristics: This modification results in no acoustical change, as defined in paragraph 21.93(b) of the Federal Aviation Regulations.

- END -

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